GROCERIES AND COMMISSION.

## The Knoxville Whig.

By BROWNLOW, HAWS & CO.

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## THE KNOXVILLE WHIG.

Knoxville, Tenn., Sept. 5, 1866.

## Good Reading for Johnson Men.

"The question is whether man is capable of selfgovernment. I hold with Jefferson that governman for the government. That laws and constitutions were designed as instruments to promote his welfare. And hence from this principle I conclude that government can and ought to be changed, amended to conform to the wants, to the requirements and the enlightened spirit of the age."-Andrew Johnson, Nashville, June 10, 1864, in a speech accepting the nomination for Vice President.

I long since took the ground that this Government was sent upon a great mission among the nations of the earth; that it had a great work to perform, and that in starting it, it was started in perpetuity. \*

Now turn to the Constitution; we find that amendments may be made by a recommendation of two-thirds of Congress, if ratified by threefourths of the States. The instrument was made

good in perpetuity, and you can take hold of it, not to break up the Government, but to go on perfecttime."-President A. Johnson, in a speech to the Indiana delegation, April 21, 1865. THE CONSENT OF TRAITORS NOT NECESSARY. "Shall the man who gave his influence and his

tted to control its destinies? If this be so, then in the work of restoration. If there be but five lantic coast. thousand men in Tennessee, loyal to the Constitu-tion, loyal to Freedom, loyal to Justice, these true and faithful men should control the work of reorganization and reformation absolutely."-Andrew ohnson, June 10, 1864.

TREASON AND ITS PUNISHMENT. · Treason is the highest crime known in the cataogue of crimes, and for him that is guilty of it, for him that is willing to lift his impious hand against the authority of the nation, I would say, death is too easy a punishment."—Vice President Johnnon, April 3d, 1865, on the fall of Richmond.

When you ask what I would do, my answer is, morals of the world." - Vice President Andrew John- at the summit level of only 40 feet in depth.

a crime, and should be punished as such; that mur-der was a dreadful crime, and should be punished as such; and that treason was the createst of all crimes. drew Johnson, April 17, 1865.

familiar. But in our peaceful history treason has been almost unknown. The people must understand that it is the blackest of crimes and will be surely punished. I make this allusion not to excite the already exasperated feelings of the public, but to point out the principles of public justice which should

punished and impoverished, they must not only be and after making treason odious, every Union man and the Government should be remunerated out of

can be trusted, let them bring forth the fruits of re-pentance."--Andrew Johnson, June 10, 1864.

ON EQUAL CIVIL RIGHTS. "I desire that all men shall have a fair start and in the same direction to London, 33 miles further. an equal chance in the race of life, and let him succeed who has the most merit. This, I think, is a principle of Heaven. I am for emancipation for two reasons: first, because it is right in itself; and | miles. second, because in the emancipation of the slaves, we break down an odious and dangerous aristocracy.

"1, Andrew Johnson, hereby proclaim liberty—full, broad and unconditional liberty—to every man in Tennessee! I will be your Moses, and lead you through the Red Sea of struggle and servitude, to a future of liberty and peace! Rebellion and slavery Cincinnati and Louisville, and the immensely fertile and exville, October 25, 1864.

ON NEGRO SUFFRAGE. EXECUTIVE OFFICE,

Washington, August 15, 1865. Gov. W. L. Sharkey, Jackson, Miss.: "I am gratified to see that you have organize your Convention without difficulty. I hope that without delay your convention will amend your
State Constitution, abolishing slavery and denying
The former would open up the markets of Virginia, East
Tennessee, and the Carolinas including the Atlantic scaports of to all future legislatures the power to legislate that read the Constitution of the United States in English, and write their names, and to all persons of mercial, manufacturing and agricultural point of view, will work peler who own real estate valued at not less than two bundred and lifty dollars, and pay taxes thereon, you

newing their relations to the Union, by not accept- | will permit. ing their Senators and Representatives.

Andrew Johnson,

President of the United States.

" My position here is different from what it would be if I was in Tennessee. There I should try to write, and perhaps a property qualification for others, say two hundred or two hundred and fifty dellars." President Andrew Johnson, November, 1865.

ON NORTHERN COPPERHEADS. State and higgling about negroes, is practically in thing else being equal. the rebel camp, and encourages treason. He who in Indians or Ohio, makes war upon the Government out of regard to slavery, is just as bad."-Andrew Johnson, at Nashville, June 10, 1864.

## Cincinnati, Cumberland Gap and Charleston Railroad.

This Road is the link in Tennessee of the great "air line' from Cincinnati to Charleston, S. C.

States of Virginia, Kentucky and Tennessee.) to Paint Rock, in portance of the grand scheme he advocates: States of Virginia, Kentucky and Tennessee,) to Paint Rock, in the valley of the French Broad, at the North Carolina State line, and lies for a distance of 32 miles in the immediate valley of the French Broad River. Hence the name by which this route is often designated. This link crosses the road from Richmond to Memphis at a thriving village in the centre of East Tennessee, called Morristown. Morristown, by rail, is 41 miles East of Knoxville, 51 miles South of Cumberland Gap.

States of Virginia, Kentucky and Tennessee, to Paint Rock, in the aggregate for one year, would be \$2.25, which, in the aggregate for one year, would be \$2.25, which, in the aggregate for one year, would be \$2.25, which, in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be \$2.25, which in the aggregate for one year, would be again to the interest which is worthy to be published and on account of the urgent claims of the various routes, and seven we would respectfully suggest to the friends of the various routes, and seven we would respectfully suggest to the friends of the various routes, and seven we would respectfully suggest to the friends of the various routes,

The beautiful valley of East Tennessee, embosomed between the Alleghany and Cumberland Mountains, is, doubtless, one of the most interesting regions in the United States. The climate -most delightful-neither too hot in summer, nor too cold in proposed convention. winter. The soil, rich and productive, gives annually to the industrious husbandman an ample reward, and is most prolific in its yield of corp, wheat was costs have down to cold in proposed convention.

"It is of the greatest importance to the whole country, and especially to those who may be interested as stockholders, that the contemplated railway shall have the best possible location, the most direct route, the cheapest line, cotton and other products of the country.

this delightful region?

This road is not a new enterprise. In 1836, extensive scientific surveys were made, under the general direction of Major WM. GIBBS MCNEILL of the United States Army. He had 12 brigades of engineers in the field for more than a

that day, the "valley of the French Broad and the Butt Mounment was made for the convenience of man, and not tain Gap, afforded the only eligible pass through these mountains for locomotives, without the introduction of inclined What is the position of the French Broad River, and why

should it be so favorable for the construction of a railroad? From Butt Mountain Gap to Leadvale, a point on this river 12 miles South of Morristown, comprising a distance of 100 miles, the line lies in the valley of the river, and the general "As my honorable friend [Gov. Morton] knows, direction in this distance conforms, with remarkable accuracy, to the general direction of an 'air line' from Charleston to The bottoms skirting the river are generally above high-water

mark, which averages about 10 feet vertical rise in the highest freshets. The bottoms lying as they do, above the highest freshet level, the engineer is enabled to lay his grade plane upon their immediate surface, consequently for miles the side ditching is the principal work required in the preparation of the ing it more and more, as it runs down the stream of roadway for the reception of the iron rails.

Occasionally this bottom surface line is interrupted by the projection of a sharp spur from the high range of hills or mountains which lie parallel and contiguous to the stream. These means to destroy the Government? Is he to par-ticipate in the great work of reorganization? Shall blasted and thrown into the stream beneath, forming, of their he who brought this misery upon the State be per- own material, a roadway of incalculable duration.

all this precious blood of our brave soldiers and of-The average fall of this remarkable river is at the rate of spilled. All the glorious victories won by our noble armies will be for nought, and all the battle-fields mountains? At the Paint Rock. What are the difficulties enwhich have been sown with dead heroes during this | countered here in the construction of a road? | None whatever, rebellion will have been made memorable in vain. The river, in ages gone by, excavated the track, and but little

Why all this carnage and devastation? It was that treasen might be put down and traitors punished. In the river, in ages gone by exercise to an iron road—less, per-haps, than would be necessary in the sandy plains on the At-But where is Butt Mountain Gap, and what facilities does it

offer to the construction of a railroad? Butt Mountain Gap is that remarkable pass in the Blue Ridge through which the Greeneville and French Broad road, in North Carolina, will pass, and which is approached from the North on a grade of 40 feet per mile, and from which the descent of 21 miles to Green River on the South, is at the rate of 63 feet per mile, with an excavation at the summit level of only 40 feet

Let the friends of the French Broad road remember this fact. The grade from Green River to the summit of the Blue Ridge, I would arrest them, I would try them, I would at Butt Mountain Gap, is only 63 feet per mile for about 2½ commit them, and I would hang them. We have put down these traitors in arms, let us put at the rate of only 40 feet per mile, with a cutting or excavation

No tunnel, and only an excavation of 40 feet in depth, with "I have always thought that theft was a crime, easy grades, at the crossing of the Blue Ridge on the French and should be punished as a crime; that arson was Broad and Spartanburg route, and almost a surface line where

such; and that treason was the greatest of all crimes, the line passes around the Northern slope of Tryon Mountain, a spur of the Blue Ridge, on a grade of 63 feet per mile. Upon "With other and inferior offences our people are this part of the survey the most expensive portion of our road

ready exasperated feelings of the public, but to point out the principles of public justice which should guide our action at this particular juncture, and which accord with sound public morals. Let it be engrafted upon every heart that treason is a crime, and traitors shall suffer its penalty. But we must not forget that what may be mercy to individuals is cruelty to the State."—President Andrew be the cheapest line that has ever been projected across these great mountain ranges, and what is most remarkable, it closely "Treason must be made odious; traitors must be approximates the direct line from Charleston to Cincinnati.

Now, take a thread and stretch it from Charleston to Cumpunished, but their social power must be destroyed; berland Gap on the map, and observe the intermediate points, Columbia, Allston, Union and Spartanburg, in South Carlina; the pockets of those who have inflicted this great suffering upon the country."—Andrew Johnson, ville, Marshall and Paint Rock, in North Carolina; the valley of the French Broad to the mouth of the Nolichucky, Morris-ON DEBARRING TRAITORS FROM PUBLIC SERVICE. town, Bean's Station, Tazewell Court House and Cumberland "I say that the traitor has ceased to be a citizen, Gap, in Tennessee, and you will see how closely they approach and in joining the rebellion has become a public enemy. He forfeited his right to vote with loyal men when he renounced his citizenship, and sought to the right, and you pass through Paris, Kentucky, to Cincindestroy our Government. We say to the most hon- nati, over the shortest line that can be built between these ter-

est and industrious foreigner who comes from England or Germany to dwell among us, and to add to the wealth of the country, "Before you can be a citizen you must stay here for five years." If we are so cautious about foreigners who voluntarily restricted in the country of the Lebanon branch of the Louisville and Nashville road, lies in close proximity to this projected air line. Indeed it is so nounce their homes to live with us, what should we say to the traitor, who, although bern and reared among us, has raised a paricidal hand against the Government which always protected him? My judgment is that he should be subjected to a severe running South.

Indeed it is so near, that in the absence of a definitive location, it is not unreasonable to presume that London will be an intermediate and the convergent points of the Louisville and Cincinnati railroads running South.

in this view of the question, we cannot but appreciate the who takes the oath merely to save his property, and prudence, foresight and wisdom manifested by the managers of denies the validity of the oath, is a perjured man the Lebanon Branch. From Lebanon Junction, a point on the and not to be trusted. Before these repenting rebels | Louisville and Nashville road, 31 miles South of Louisville, the Lebanon Branch originates, and runs in a direction South-east 80 miles to Crab Orchard, its present terminus. It is to be built

From London to Cumberland Gap, the distance is about 50 miles. From London to Wheeler's Gap, the distance is about 43

From Lebanon to London, they build their road on the line we break down an odious and dangerous aristocracy.
I think that we are freeing more whites than blacks
the Paris, Irvine and East Tennessee road is built from Paris to Cumberland Gap, as provided by charter, most liberal in its provisions, that their road will have been completed, and the much coveted ortlet by the most direct line to the South Atlan-

shall no more pollute our State. Loyal men, whether tensive territory lying just back of them, are deeply interested white or black, shall alone govern the State. Andrew Johnson's speech to the colored citizens of Nashimprovements, the success of which will greatly augment their prosperity in the future.

The one is the grand trunk, passing from Cincinnati to Charleston through Cumberland Gap and the valley of the French Broad, and the other is the line from London to Knoxville, Tennessee, passing through Wheeler's Gap.

Norfolk, Beaufort, Wilmington, Charleston and Port Royal, there is property in man; also, that they will adopt whilst the other would directly penetrate the flourishing States States abolishing slavery. If you could extend the elective franchise to all persons of color who can West Indies through the Gulf ports of Pensacola and Mobile. West Indies through the Gulf ports of Pensacola and Mobile. These are works of the greatest magnitude, and from a com-

a wonderful revolution in the whole country interested, consequently the greatest care and deliberation should precede all

and, as a consequence, the Radicals, who are wild give proper direction to their thorough development. It is the from Pensacola, 758 miles, from Savannah, 772 miles, and from upon negro franchise, will be completely foiled in province of wisdom to look, not alone to the present, but to the Charleston, 788 miles—but by the completion of the Lebanon their sttempt to keep the Southern States from re- distant future, as far even as our limisted powers of reasoning Branch, the Knoxville and Kentucky, and the Blue Ridge roads,

nercial cities of Cincinnati and Louisville are anxiously looking 703 miles, showing the following savings in distances, viz: 19 forward to the day when they shall have the most direct outlets miles to Pensacola, 69 miles to Savannah, and 85 miles to to the nearest South Atlantic and Gulf ports-and not these Charleston. Then Savannah and Charleston will be equidistant introduce negro suffrage gradually; first, those who had served in the army; those who could read and had served in the army; those who could read and North of them. It becomes obviously the duty, then, of all whose interests are involved in this grand scheme, to cast about mile, would be, to Pensacola, 60 cents, to Savannah, \$2.10, and and see that the routes selected are those which will best sub- to Charleston, \$2,55. serve the greatest number of interests, can be most speedily con-"He who stands off stirring up discontent in this structed, and at the cost of the least number of dollars, every-

BROWNLOWS KNOXVILLE WI

in arriving at a just conclusion.

The Charleston Daily News, of the 19th July, contains an able article on this subject, over the signature of "French Broad."

Blue Ridge Railroad, provided they cannot get a cheaper and still shorter line to the South Atlantic.

Let us see. We learn from the same source that, from Louis-This writer says, and very justly, for his views are large and in the corner stone of the liberal and fully consonant with the greatness and national im-

where can the emigrant find a more inviting field, and where will capital secure a more profitable investment than in the mineral products, manufacturing and agricultural resources of mineral products, manufacturing and agricultural resources of conclusion cannot be arrived at, let this convention appoint a which are under way and mainly provided for. year, and the able reports of this scientific corps show that, at routes, much work has been done, much remains to be done on Cape Fear. we be prepared to advance, and that, too, along the lines which, Morganton, remaining to be built. are better adapted to the wants of the whole country, and which will most probably furnish the best investment for the means of about 330 miles, and the work on most of the line is in an ad- power to create a legal Con-

the capitalist and the stockholder. Now, until this convention can meet to consider the great inwe can all get together, have a general interview, compare notes, to Spartanburg remaining to be built. correct errors, allay prejudices, reconcile conflicting interests, and adopt such course as may be best calculated to promote the general good, and secure the largest amount of available aid, with the fairest prospect of a profitable investment.

Louisville and Cincinnati, then, desire the most direct outlet to the South Atlantic and Gulf ports.

| carefully examined, will throw much light upon this subject |        |
|---|--------|
| Louisville to Charleston via Nashville, Chattanooga and Atl | anta.  |
| Louisville to Nashville191:                                 | miles. |
| Nashville to Chattanoega151                                 | *      |
| Chattanooga to Dalton 38 Dalton to Atlanta 100              | **     |
| Atlanta to Augusta  | 11     |
| Augusta to Charleston                                       | 46     |
| Louisville to Charleston                                    | 44     |
| Louisville to Savannah via Nashville, Chattanooga and Atla  | anta.  |
| Louisville to Atlanta                                       | niles. |
| Atlanta to Macon  | 177    |
| Macon to Savannah 191                                       | -64    |
| Louisville to Savannah                                      | 11.    |
| Louisville to Pensacola via Nashville Chattanoga, Dalton    | and    |

Louisville to Chattanooga .. 

Louisville to Savannah via Wheeler's Gap and the Blue Ridge Louisville to Knoxville ... Knoxville to Clayton, Ga... Clayton to Washington ... Washington to Augusta ..

Augusta to Savannah..... Louisville to Savannah via Knoxville and the Blue Ridge

Louisville to Charleston via Wheeler's Gap, Knoxville and the Blue Ridge Railroad. Lebanon Junction to Crab Orchard. Crab Orchard to London ...... London to Wheeler's Gap Wheeler's Gap to Knoxville Knoxville to Anderson C. H... Anderson C. H. to Columbia..... Columbia to Charleston.....

Louisville to Charleston via Knoxville and the Blue Ridge Louisville to Pensavola via Wheeler's Gap, Knoxville and Dalton

Louisville to Knoxville......251 miles Louisville to Pensacola via Wheeler's Gap and Knoxville.....739 Louisville to Charleston via Cumberland Gap and the Valley of the French Broad.

 
 Louisville to London
 144 n

 London to Cumberland Gap
 50

 Cumberland Gap to Paint Rock
 95
 Paint Rock to Asheville ..... Asheville to Spartanburg ...... Spartanburg to Columbia .....

Louisville to Charleston via Cumberland Gap and the French

| Cincinnati to Pensacola via Paris, London, Wheeler's<br>Knoxville and Dalton. | Ga    |
|---|-------|
| Cincinnati to Paris 80  | mile  |
| Paris to London   |       |
| London to Wheeler's Gap 43  | . 6.6 |
| Wheeler's Gap to Knoxville 64   | **    |
| Knoxville to Dalton110  | 44    |
| Dalton to Pensacola378  |       |
| Cincinnati to Pensacola via Knoxville and Dalton                              | 41.   |
| Charleston vin Paris, London, Wheeler's                                       | Gar   |

Knoxville and the Blue Ridge Railroad. Cincinnati to Knoxville..... Knoxville to Anderson...... Anderson to Columbia..... Cincinnati to Charleston via Knoxville and the Blue Ridge Cincinnati to Charleston via Paris, Cumberland Gap and

Valley of the French Broad. Paris to Cumberland Gap. Cumberland Gap to Paint Rock ..... Paint Rock to Spartanburg ..... Cincinnati to Charleston via Cumberland Gap and the French Knoxville to Charleston via the Blue Ridge Road.

Knoxville to Anderson... Anderson to Columbia Knoxville to Charleston via the Blue Ridge Railroad ..... Knoxville to Charleston via Morristown and the French Broad

Knoxville to Morristown ..

Morristown to Paint Rock.

Paint Rock to Spartanburg Spartanburg to Columbia ..... Columbia to Charleston. ...130 Knoxville to Charleston via Morristown and the French

What do we learn from the foregoing exhibit of distances?— We learn, first, that the late report of the Charleston Committee Brarch, the Knoxville and Kentucky, and the Blue Ridge roads, then the distances to the same points will be as follows: To It is alleged, then, and is doubtless true, that the great com- Pensacola, 739 miles, to Savannah, 703 miles, and to Charleston,

jects discussed, but a knowledge of which is probably essential cionati, then, ought to build, at the earliest possible day, the

than by the Blue Ridge. The saving per ton for 74 miles, would be \$2.25, which, in the aggregate for one year, would be \$2.25, which, in the aggregate for one year, would

miles East of Knoxville, 51 miles South of Cumberland Gap. and 44 miles North of Paint Rock, consequently the length of entire road is 95 miles.

The convention to miles the same of the convention to meet the same of the same of the fall, at some convenient place—say Morristown, Knoxville or Asheville—fall, at some convenient place—say Morristown, Knoxville or Asheville—it to consider the merits of the various routes proposed, decide thereon, and it would not seem unreasonable to consequently the length of clude that it would be greatly to the interest of Louisville and when the states hamed. The convention to miles the same of the fall, at some convenient place—say Morristown, Knoxville or Asheville—it to consider the merits of the various routes proposed, decide thereon, and it would not seem unreasonable to consequently the length of clude that it would be greatly to the interest of Louisville and when the states hamed. The convention to miles the same of the fall, at some convenient place—say Morristown, Knoxville or Asheville—it to consider the merits of the various routes proposed, decide thereon, and clude that it would be greatly to the interest of Louisville and when the states hamed. The convention to make the states hamed. The convention to miles the same of the fall, at some convenient place—say Morristown, Knoxville or Asheville—it to consider the merits of the fall, at some convenient place—say Morristown, Knoxville or Asheville—it to the fall of the fall city of Charleston, and it would not seem unreasonable to con-clude that it would be greatly to the interest of Louisville and We have room only for a few (Coffin Block,) Knoxville, Tenn. Cincinnati to unite their respective roads at or near London, of the most forcible passages.

and push boldly forward to the Cumberland Gap.

Here are two propositions

There can be no doubt but that Virginia, Tennessee and North | which are incontrovertible: and South Carolina will meet them at that point. The Virginia and Kentucky road, from Bristol to Cumberland

Gap, a distance of 95 miles, is already under way.

General Kirby Smith has recently been chosen President, has of our people, there comes to us the warning that the re-Liberal discounts will be made to these who advertise libor persons to become candidates will be considered two persons to be peid for invariably in advance.

All advertisements on which the number of insertions is not marked, will be published yill published

> commission of, say three, able and disinterested Civil Engineers. At Asheville, North Carolina, two great lines are thrown off and their alies from attempt-Let them make a reconnoissance of all the routes spoken of, as well as others which may suggest themselves, and report to the Salisbury, Greensboro', Raleigh and Newberne, to Beaufort war waged in resistance of Harbor, and the other on the lower border, president of said convention, or to the city governments of President of said convention, or to the city governments of Harbor, and the other on the lower border-passing through their forcible and revolution-Cincinnati and Louisville. Surveys have been made of all the Rutherfordton and Charlotte to Wilmington, at the mouth of the ary accession to power which

> all, and the information which cannot be furnished by survey The distance from Asheville to Beaufort, North Carolina, is can be closely arrived at by actual reconnoissance. Then shall 416 miles, with a link of 70 miles, extending from Asheville to that if being in rebellious minority of a

> > vanced state of progress. From Asheville to Charleston by the French Broad road,

terests involved, let us present some facts, as food to digest, until | there are 297 miles, with a link of only 74 miles from Asheville These great lateral lines penetrating, as they will do, that vast region of fine agricultural and mineral country from the Chesa-

peake Bay to the mouth of the Savannah, add largely to the inducements for adopting the Cumberland Gap and French Broad Valley line as the most direct outlet for the great North-west to | phia last week has brought us the South Atlantic seaboard. If the line is thrown off on that great are of a circle described

but should such a visionary scheme be carried out, the same pendous wickedness, with new

But admit for the present that Cincinnati and Louisville de- not by pre eminence the pa-But admit for the present that Cincinnati and Louisville desire to make Knoxville a point. Suppose they unite their respective roads at London, and thence proceed through Wheeler's Gap to Knoxville. Why, then, should they prefer the Blue Ridge route to that of the French Broad?

Into the present that Cincinnati and Louisville desired the particle of the land to whom it is safe and fit to surrender the Government "without conditions," wresting it for the purpose of the surrender from pose of the surrender from pose of the surrender from the shortest notice and at the lowest price.

So will also act as Agent to adjust all kinds of debts created before the war, due to parties in any of the Northern Cities, "see that defore the war, due to parties in any of the Northern Cities," wresting it for the purpose of the surrender from pose of the surrender from the shortest notice and at the lowest price.

The Blue Ridge route would open a line, 452 miles long them who defeated the treason. from Knoxville to Charleston, with 164 miles of new road to build, at a cost of from four to six million dollars, old prices, history a lesson which must whilst the French Broad road would give a line only 425 miles not be unheeded, as follows: long from Knoxville to Charleston, with 161 miles of new road to build, at a cost of only \$2,735,000, old prices, and with 44

miles of this distance under way and amply provided for.

Let our Knoxville friends, then, push forward their read and know its contents before General Claim Agents, North as rapidly as possible. We hope, at an early day, to give them an outlet to Charleston through the French Broad Valley, what your nation has done and forborne to do, and what it is 27 miles shorter, one that is greatly cheaper, and throwing, at proposed to do and forbear tothe same time, this heavy tonnage over 41 miles of the East | wards the most stupendous Tennessee and Virginia Railroad from Knoxville to Morristown. | crime and criminals of human In every aspect of the case then, the French Broad route has history; and in the name of

superior claims to that of the Blue Ridge. Now, I would most respectfully appeal to the immediate friends of the French Broad route, and urge the importance of a I entreat you to tell me what more thorough organization, perfect concert of action, and the nation ever before, in the long manifestation of a greater determination to push forward the good work. Let us agitate, let us work, let us all zealously labor for the general good, and the day may not be far distant when dred thousand of her bravest we shall see our fondest hopes realized. Let the friends in each and best children, slain in de-State organize and go to work in their respective States. Let them have an early meeting in which all the States interested against a rebellion striving for the nation's death, and yet the

shall be represented, and let them counsel fully together. Let them invite, if they choose, the friends of the different lines interested, say the Virginia and Kentucky, the Lebanon No nation ever did but yours. Branch, the Paris, Irvine, and East Tennessee, the Western | What nation ever endured North Carolina, the Wilmington, Charlotte and Rutherfordton, the Knoxville and Kentucky, and the Virginia and Tennessee

We would also suggest that the President of the Greenville such a treason whom it may and French Broad Railroad Company fix the time and place of have omitted to put to death

In conclusion, I beg leave to say to the friends of this great enterprize, that they should be up and doing, or sections far less favored by natural advantages, will step in and grasp the golden prize. They will apropriate to themselves what has been given but yours. What nation ever

you by nature as your own birthright. Will you secure it to yourselves and your children, or will you content yourselves with repose and give up this rich inheritance to your more enlightened and energetic neighbors? If and sworn to be her ministersof you would avert this latter, dire result, we would again admonish you to be up and doing.

R. C. McCALLA, Chief Engineer, Cincinnati, Cumberland Gap and Charleston Railroad. MORRISTOWN, TENN., Aug. 8th, 1866.

> THE PHILADELPHIA CONVENTION. Platform at the South.

Views of the Reconstructed. Southern Delegates Condemned. Comments of the Richmond Press.

The Richmond papers of Friday only received a telegraphic synopsis of the platform of the Philadelphia Convention, and they generally withhold try's ruin-to live at all in the the platform of the Philadelphia Convention, and they generally withhold their comments until the resolutions in full shall have reached them. What they have seen, however, is sufficient to give them an idea of the spirit of the platform. How it is received will be seen by the following extract:

country, is a spectacle of folly absolutely new in the history of nations. To permit these and their allies in the rebellion platform. How it is received will be seen by the following extract :

From the Richmond Enquirer. We publish to-day a fuller report of the proceedings of Weinesday, of which yesterday's telegrams gave only an imperfect synopsis. The speech of Mr. Doolittle, on taking the chair as permanent President, is the principal feature of that day. It declared a cordial concurrence in the previous speech of General Dix, and expressed otherwise the most praiseworthy sentiments. It dwells with an especial unction on "the scene" in which South Carolina and Massachusetts were played off against each other, and made to belittle our great national tragedy by a sort of school-boy performance. Mr. Doolittle skillfully balances the sins of the one State against the sins of the other, and pronounces them meet for each other's embrace; and henceforth they are to move "arm in arm" along the walks of history. The ceremony would are to move "arm in arm" along the walks of history. The ceremony would are to move "arm in arm" along the walks of history. The ceremony would are to move "arm in arm" along the walks of history. The ceremony would are to move "arm in arm" along the walks of history. The ceremony would are to move "arm in arm" along the walks of history. The ceremony would are to move "arm in arm" along the walks of history. The ceremony would be seen to the principal por freedom, mingling as honored ones among the unsuspecting children of the republic, with no other instruments of mischief in their hands than the torch, the piscolar than the torch, the are to move "arm in arm" along the walks of history. The ceremony would have been more to the point if the proxies had been representative men of the two States—Hampton and the Beast, instead of Orr and Couch.

It is a crime against your country of which history furnishes no example. But to add in ore and Sites for Manufactories. The ceremony would be a serial against your country of which history furnishes no example. But to add in ore and Sites for Manufactories. The ceremony would be a serial against your country of which history furnishes no example. The interest of yesterday's proceedings centres in the platform of resolutheir bands to these instrutions. Of these the telegram gives us only a synopsis, and it tells us that they were "unanimously and enthusiastically adopted." It would be prema-

resentation; but we owe it to candor to express our great surprise that proceedings which had, up to that time, shown an enlarged catholicity of sentiments, should suddenly have taken so gross a turn; and we are constrained also to declare our astonishment and mortification, to use at present true. Fresident, Senators, and Representatives, to a degree only equal to that in which it is held by the soldiers of the republic, is an example of folling their upon.

Lands in East Tennessee exchanged Northern and Western Lands.

Titles examined, and all business con no stronger term, that Southern delegates should be found voting their unan-imous assent—if indeed they did so. Certain it is that some of the declara-in the past. But when to this tions made in these resolutions are what no generous man ought to have asked folly and wickedness you add by attended to.

a Southern citizen to vote for; and what no Southern citizen could vote for, what with shameless presumpwithout grossly compromising the dignity of his State and outraging the sentiments of his people. It is one thing to submit—to abide a result—to covenant to do so with full purpose to keep the engagement honestly. It is another to justify and applaud the means which brought it about. How could the Convention, North or South, vote that "the war has maintained call power of those soldiers who called together."

Full particulars and descriptions of any Lands in East Tennessee gratuitously given. Office over Exchange and Deposit Bank, man for man, twice the political power of those soldiers who called together. the authority of the Constitution," when the Convention was called together for the express purpose of endeavoring to restore the Constitution now trampled under foot? How could Southern men thus sanction the constitutionality of the coercion of a State? How could our delegates "unanimously and enthusiastically" vote to repudiate the Confederate debt? And especially how could they thus join in "recognizing the services" of the Federal armies, and the obligation of the robbed and penniless widows and orphans would completely disarm the adversary, and set an example which the other States would soon follow. This you can do with perfect safety, and you thus place the Southern States, in reference to free personal control of our own dear, martyred, murdered heroes to pay some "debt" as justly and the direct line from Dalton, the same basis with the free consummation of great schemes of internal improvement, then the direct line from Dalton, that has beggared them, and to the military force that has put the noblest and therefore its statements are entitled to no credit whatever. Secondly, that Louisville, when the direct line from Dalton, that has beggared them, and to the military force that has put the noblest away from it with loathing away from graves of our heroes as "enthusiastically" to applaud such utterances as we have referred to. The North might well adopt such declarations, and we the candid and truthful to de-

> Governor Brownlow and the Tennessee Delegation. By reference to a special telegram to this paper, to be found on the first page, it will be seen that the progress of our noble Governor and the delegates attending him, in his trip to the great Union Convention, has been marked with unbounded enthusiasm. The people everywhere turned out to great the representatives of Tennessee loyalty with demonstrations of the most fervid welcome. It will warm the hearts of the Union citizens of our the least. Great Britain is the most density populated, and the United States most fervid welcome. It will warm the hearts of the Union citizens of our the least. Great Britain has

serve the greatest number of interests, can be most speedily constructed, and at the cost of the least number of dollars, every-thing else being equal.

Now, to determine this with an ordinary degree of accuracy, a broad field must be examined, and much information may be developed, seemingly foreign to the vital interests of the pro-

Plain Lessons for

Union Men. Mr. Shellabarger, one of the most clear-headed and uncombers of Congress, made a Here are two propositions

Here at the outset I say to you, that from all our country. and from the most intelligent

is already arranged. I shall not attempt to show popular Government to de-From Asheville to Wilmington, the distance by rail will be prive the loyal majority of the gress or to make laws, then the being in rebellion adds to the governing powers of the minority, and there is literally an end to all popular Governments, should minority found in rebellion.

This is what the movement which culminated at Philadel-

Men turn from the story of by the Blue Ridge route, then it will pass too far to the West- this monster treason, this stuthe authors of that crime are

Mr. Shellabarger reads in marze dan Look, I entreat, you, men and women of America, at the

that "reverend chronicler of nation not try or execute one single traitor for his treason? such an injury from its subjects, that did not annihilate with perpetual civil death and banishment of the leaders of Nonation did but yours. What nation ever before omitted to visit upon the authors of such

a treason confiscation and forfeiture of estates? No nation before saw those whom she had cherished and educated to be commanders of her armies and navies, or whom she had chosen State and her legislators, contrive and execute against the nation's life such a conspiracy as this, and yet the conspira-tors be suffered to live? No tors be suffered to live? No nation but yours. What nation in history has been found strong enough to endure the crime against its life of having its rulers so far elevate treason toward the excellence of loyalty as to suffer the leading traitors to even exist? No nation, alas! not even yours. Why, Americans, what you see to-day in your country was never seen before in the world. To permit the Lees, the Dick

Taylors, the Semmeses, the Alex. H. Stephenses-these chief architects of their counto wander at large in the porches and halls of this tem-

lion or stood by it in sympathy and support during all its hell-

without delay or conditie

by those who waged the rebel

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During the past year he has spent much time among the but should such a visionary scheme be carried out, the same influences which are now at work will so continue until the French Broad line is built.

I assert, then, that in any event, the causes now at work will so continue until this great national highway is completed in all its parts. When it is accomplished, it will present the shortest line to Charleston by at least 74 miles, and, in the very nature of things, it will control the great bulk of the tonnage moving South Charleston by at least 74 miles, and, in the very nature of things, it will control the great bulk of the tonnage moving the powerty of speech, and appalled by their proximity to the crime of history.—And, to-day, searcely sixteen moons removed from that crime's fitting end, when they killed off the President of the United States, we are here tasking our logic to show that the authors of that crime are will be able to procure anything to be had in New York or

will be able to procure anything to be had in New York or New England upon the shortest notice and at the lower

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